

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (Currently amended) A roadway crash cushion comprising:
a collapsible, substantially self-restoring collapsing portion comprising a pair of substantially parallel, substantially planar panels formed substantially of a thermoplastic material, the panels each being cambered by a bend of the panel in its planar form so that the panel member collapsibly folds during a collision bending.
2. (Cancelled)
3. (Previously presented) The roadway crash cushion of claim 1 wherein the thermoplastic material comprises polyethylene.
4. (Previously presented) The roadway crash cushion of claim 1 further comprising at least one substantially rectangular supporting frame that is secured to each of the panels.
5. (Previously presented) The roadway crash cushion of claim 4 further comprising a longitudinal, ground-mounted rail member and wherein the supporting frame engages the rail member for longitudinal movement along the rail member.
6. (Cancelled)
7. (Previously presented) The roadway crash cushion of claim 1 further comprising a nose piece.
8. (Currently amended) A roadway crash cushion comprising:
a collapsible cushion portion having a ~~cambered~~ substantially planar panel

member having a cambered portion provided by a bend of the panel of its planar form,
so that the panel collapsibly folds at said cambered portion during a collision and, due to
shape memory, will substantially return to an unfolded condition following a collision.

9. (Previously presented) The roadway crash cushion of claim 8 wherein further
comprising:

a ground-mounted longitudinal basetrack;

a plurality of substantially rigid diaphragms that are affixed to the panel member,
the diaphragms each engaging the basetrack for slidable movement thereupon.

10. (Previously presented) The roadway crash cushion of claim 9 wherein the
basetrack comprises a pair of parallel rail members.

11. (Previously presented) The roadway crash cushion of claim 10 wherein each
diaphragm comprises an enlarged upper portion to which the panel members are
secured.

12. (Previously presented) The roadway crash cushion of claim 10 wherein each
diaphragm comprises a lower portion having a pair of shoes for slidingly engaging the
rail members.

13. (Previously presented) The roadway crash cushion of claim 9 further
comprising a tension cable affixed to at least one diaphragm to prestress the panel
members in a bending relation at their cambered portions.

14. (Previously presented) The roadway crash cushion of claim 9 further
comprising a nose piece formed of a sheet of plastic bent substantially into a "U" shape.

15. (Currently amended) A roadway crash cushion comprising:
a longitudinal, ground-mounted basetrack that comprises a pair of parallel rail
members;

a pair of substantially planar panel members that are positioned parallel to one another and in a substantially vertical orientation, the panel members each having a cambered portion wherein the panel member is bent from its planar form to promote ~~that promotes~~ elastic deformation of the panel member along the cambered portion;

a plurality of diaphragms for securing the panel members to each other and to the base track, the diaphragms each comprising a pair of shoes for sliding engagement of the diaphragm to the basetrack rail members; and

a tension cable affixed to at least one diaphragm.

16. (Previously presented) The roadway crash cushion of claim 15 further wherein the panel members and diaphragms are secured to one another to form a linear array of closed crushable cells.

17. (Previously presented) The roadway crash cushion of claim 16 wherein the cells are hexagonally shaped.

18. (Previously presented) The roadway crash cushion of claim 16 wherein the cells have different sizes to provide for separate collapsible zones within the array of cells.

19. (Previously presented) The roadway crash cushion of claim 18 wherein the array of cells has a pair of primary collapsible zones located at upstream and downstream ends of the array.

20. (Previously presented) The roadway crash cushion of claim 19 wherein the array of cells has a secondary collapsible zone located between the primary collapsible zones.